

From boatanchors@theporch.com Wed Mar 22 21:26:33 1995
Date: Wed, 22 Mar 1995 17:56:18 -0600
Message-Id: <9503222353.AA01091@kali>
From: Andy Wallace <wallace@mc.com>
Subject: 390A paint / switches

I don't know about the 390A panel paint. It has been mentioned in Electric Radio before, and I think a fellow had luck at a hobby shop, as they sell mil colors for models...

As for filling in letters, I redid a spare panel when I was 19 and had good luck. I used a latex paint and a 000 brush to fill the letters, then used a damp rag to wipe away the excess, carefully. Let it dry a minute. Your mileage may vary, and I'd practice on the bare panel before you lay the blue down, 'til you have the technique right.

As for the switch, I had heard the same thing, except they usually stick in the OFF position! But a friend up here has the same problem as yours and he switches power with an external strip. If that little switch is a Micro Switch maybe Newark Electronics could supply a replacement, and here's hoping the thing isn't riveted on..... <grin>

--Andy

P.S. -- thanks for the Heath Mohawk comments, people. I guess I'll keep the 2-B and get an Apache[/Marauder]+Mohawk combo "just for looks" if they come my way. <GRIN>

From boatanchors@theporch.com Wed Mar 22 12:48:03 1995
Date: Wed, 22 Mar 1995 10:08:34 -0600
Message-Id: <9503221606.AA09927@marlin.nosc.mil>
From: ejz@nosc.mil (Edward J. "Ed" Zeranski)
Subject: Re: 51S-1 Suitability

> Date: Tue, 21 Mar 1995 19:35:52 -0600
> Sender: boatanchors@theporch.com
> From: n5off@w5ddl.aara.org
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: 51S-1 Suitability
>

> We have a 51S-1 as a general shop receiver that is used for time ticks, ant.tests, etc. and its been reliable. Its also available for swl monitoring while we work (not everyone listens to Rush L). In the back there is a TCS12 with dynos etc set up on 40. The Hills Are Alive With The Sound of Relays!

From boatanchors@theporch.com Wed Mar 22 21:40:24 1995
Date: Wed, 22 Mar 1995 18:29:37 -0600
Message-Id: <9503230029.AA24544@marlin.nosc.mil>
From: ejz@nosc.mil (Edward J. "Ed" Zeranski)
Subject: Re:: Aircraft displays

> Date: Wed, 22 Mar 1995 17:10:36 -0600
> Sender: boatanchors@theporch.com
> From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
> To: Multiple recipients of list <boatanchors@theporch.com>
> Subject: Re: Aircraft displays
>
> PS Does anyone know where the "aircraft graveyard" is? I heard it was in
> Airzona somewhere maybe near Tucson?
>
> Is it visitable? Do they sell stuff? Do THEY have aircraft boatanchors?
> Are there more than one of these graveyards?

Thats Davis Montham (sp?) outside of Tucson AZ. I dont
think that you could "shop" there but the base must have
a DRMO surplus office. With a boneyard that large in the
neighborhood Tucson might be a good place to find
connectors for Wing-ed Boatanchors. Anyone with
experience in that area? C'ya! Ed

From boatanchors@theporch.com Wed Mar 22 20:00:13 1995
Date: Wed, 22 Mar 1995 17:10:36 -0600
Message-Id: <m0rrZWR-000uH1C@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: Re: Aircraft displays

Ok, ok , I know of two old aircraft displays also:

1. In San Antonio texas at Kelly AFB (on US90 just west of the 410 loop)
there are about 8-10 aircraft. Some transports etc. Not really great though.
One of My fav's is the P40. They also have an SR71 but you CAN get up close.
I think next time I'll bring a step ladder. The lat time I was there it was
still leaking FUEL as they had just flown it in the week before.

I don't think they had any external antennas on it. I looked pretty close
but at mach 4 or so, I doubt if they can keep them on! One of the pilots
there said it took 3 states to turn it around and that all out he could get
from LA to NY in 35 min. I wondered if he meant starting and stopping too or

just passing by.

2. There are a couple of aircraft on display in Albuquerque at the Nuclear museum on what was Sandia Base. I think it is just Kirtland AFB now and someone said even that was soon to close. The B29 is supposed to be as close to the Enola Gay as was possible in 1969. I think it had the "Thin Man" mounts in the bomb bay rather than the "Fat Boy" ones.

Even so it was pretty trashy back then as I was playing in it the day they flew it in (I was base military personell then).

They also have a fully operational B52 there. ALL the radios etc are still in it (except maybe the crypto stuff). It too was flown in under it's own power when I was there in 1969.

The last time I was there, it had mesh wire all over the access panels and wheel wells to keep folks out of it so maybe they had a rash of midnight screwdriver visits by "collectors".

Dave Sharp

Houston, TX USA

dave=sharp%legal%corp=hou@bangate.compaq.com

Someday when they move to space, they'll need us firebottle types.

PS Does anyone know where the "aircraft graveyard" is? I heard it was in Airzona somewhere maybe near Tucson?

Is it visitable? Do they sell stuff? Do THEY have aircraft boatanchors? Are there more than one of these graveyards?

From boatanchors@theporch.com Wed Mar 22 21:33:22 1995

Date: Wed, 22 Mar 1995 17:58:29 -0600

Message-Id: <199503222356.RAA15008@uro.theporch.com>

From: Jack Taylor <n7oo@huachuca-emh8.army.mil>

Subject: Re: Aircraft displays

Yes, the aircraft graveyard is located at Davis-Monthan AFB in Tucson. I donno if they have tours or not. You can see quite a bit of it from outside the base. I was there a few days ago and they had HUNDREDS of what looked to be F-4's there....as well as HUNDREDS of different craft. Their collection of B-52's has thinned down quite a bit and I didn't even see much in the way of debris from them at the aircraft scrappers located along side the base. A few months back one could see a few B-52 tails sticking up above the piles of scrap but didn't see any this time.

There used to be a fairly nice commercial salvage yard that had a sales office open to the general public. A few years back I bought a BIG

prop-pitch motor from one of the scrappers for \$75. I'm told now that it's "commercial sales only" by the scrapers and I was unable to locate anyone willing to sell radio gear for "scrap prices" a few months ago. They wanted \$250 for a BIG prop-pitch motor in very poor condition, sigh...

73 de Jack

From boatanchors@theporch.com Wed Mar 22 12:03:40 1995
Date: Wed, 22 Mar 1995 09:17:48 -0600
Message-Id: <9503221515.AA21022@CS1.sequoia.com>
From: "davidk@sequoia.com" <davidk@CS1.sequoia.com>
Subject: Cleaning/Wrinkle/Paint CONSOLIDATION

If you have "ANY" information about cleaning and refinishing older rigs please forward that information to me. I have collected some on a sketchy basis so what I have is not a good collection of whats been sent to the list(and other lists). I would like to get the information for myself and to get it into the FAQ's so the same question does not get answered over and over. I'm looking for things that work and don't work. Both are just as important. Names, addresses and tele numbers of the products you are describing if you have that information. So if you have archived previous postings please send them to me direct and not through boatanchors. The addr is davidk@sequoia.com.

--

David Kirkpatrick N1RBM, Sequoia Systems, Marlboro, Ma
davidk@sequoia.com

From boatanchors@theporch.com Wed Mar 22 22:08:41 1995
Date: Wed, 22 Mar 1995 17:46:20 -0600
Message-Id: <199503222345.RAA11498@quake.xnet.com>
From: mshaum@xnet.com (Mark Shaum)
Subject: Re: Cleaning/Wrinkle/Paint CONSOLIDATION

> If you have "ANY" information about cleaning and refinishing
>older rigs please forward that information to me. I have collected
>some on a sketchy basis so what I have is not a good collection
>of whats been sent to the list(and other lists). I would like to

David, there was a good series of posts here in Boatanchors during December regarding the ways and means of refinishing wrinkle finish paint jobs. Various products and techniques were discussed. Prep work, commercial wrinkle paints, powder coating, et al were topics I recall. Unfortunately these were messages that I lost in my file re-indexing disaster, but they are available from the archive sites that thoughtfully carry the daily

digests of The List..

73! - Mark, NE9G

From boatanchors@theporch.com Wed Mar 22 13:43:17 1995
Date: Wed, 22 Mar 1995 10:51:01 -0600
Message-Id: <9502227958.AA795890930@CCGATE.HAC.COM>
From: jcreid@ccgate.hac.com
Subject: Cramolin vs. hens' teeth

Somewhere around a year ago, someone on the list was trying to become a distributor of Caig Labs products(Cramolin, DeOxit, etc.) with no success. I have been trying to find a local supplier of their products, but no avail. On a whim, I called Caig Labs in San Diego to find out who was an official dealer of their products in my area. Apparently their idea of a dealer is someone who buys a lot of their stuff but not necessarily for resale. I stopped by the address of the place they gave me, an audio/video repair station and the guy said, "Yes, we have Cramolin, but we normally don't sell it over the counter. We buy about a case a month. I can let you have a can of R5 for \$15." Yikes! Needless to say, I didn't buy it, but he did give me the number of a place in Ohio that carries the entire line of Caig products. I called them today and a catalog is on its way. For anyone who's interested, the outfit is called MCM and their number is 800-543-4330.

-Jim

From boatanchors@theporch.com Wed Mar 22 21:31:15 1995
Date: Wed, 22 Mar 1995 17:33:27 -0600
Message-Id: <m0rrZt2-000uHVC@twisto.eng.hou.compaq.com>
From: Dave=Sharp%Legal%Corp=Hou@bangate.compaq.com
Subject: filling in engraved letters

The best way I ever found to redo engraved lettering was:

1. CLEAN them out when you strip down the panel with paint remover. Use a good brass bristle brush with paint remover (wear rubber gloves).
2. Wipe the panel with laquer thinner for non wrinkle paints, or xylene for wrinkle ones. (Xylene based paints are positively polarized, others are negative, The combo of the two is what causes wrinkle).
3. Fill the lettering with white shoe polish.
4. While it is still only partly dry, use a wet cloth(not too fuzzy) to remove the excess from the panel (rub in several directions for wrinkle).

5. Cover entire panel with a thin coat of satin or matte Krylon clear.

Dave Sharp

Houston, TX USA

dave=sharp%legal%corp=hou@bangate.compaq.com

Someday when they move to space, they'll need us firebottle types.

From boatanchors@theporch.com Thu Mar 23 03:18:12 1995

Date: Thu, 23 Mar 1995 00:51:29 -0600

Message-Id: <Pine.ULT.3.91.950322224410.1276B-100000@ohm.elee.calpoly.edu>

From: Cal Eustaquio <ceustaqu@ohm.elee.calpoly.edu>

Subject: FS: Various BA stuff

Hi:

I have the following BA stuff for sale

-HW-101 w/ p.s. Excellent Condition \$125.00

-HR-10B (needs some work (alignment needed)) cosmetically excellent.

W/original manual \$30.

-Invader 2000 w/ p.s. good condx except for scratch at side of cabinet \$650

-repairable but cosmetically good NC-300 w/ matching speaker \$100

-Restored LS-3 speaker (with s.s. HARDWARE) \$65

U-SHIP ON ALL ITEMS. As is. Contact Cal, N6KYR if interested.

From boatanchors@theporch.com Wed Mar 22 18:32:19 1995

Date: Wed, 22 Mar 1995 15:44:18 -0600

Message-Id: <9503221949.AA29706@ig1.att.att.com>

From: cmd@intgp1.att.com (Craig M Dinsmore +1 708 979 0059)

Subject: Re: Heathkit CR-1 Value??

My 1957 Heath Winter Construction Projects catalog lists the CR-1 for \$7.95. My Dad built one for me back about then and it is still in use although the Hi-Z headphones are long gone.... not very comfortable as I recall either. Value today??? Maybe \$15-20

Craig KB9HCQ

From boatanchors@theporch.com Wed Mar 22 10:44:35 1995

Date: Wed, 22 Mar 1995 08:00:57 -0600

Message-Id: <9503220859.ZM14696@eehp04>

From: "Gregory Raven Redi" <ravengre@eehp04.comm.mot.com>

Subject: Last CoastGuard CW Message Soon !

Greetings CW Fans-

Last night I fired up the R390A and copied this message on 8471 KHz...

CQ CQ CQ DE NMN NMN NMN QRU ? K NMN WILL QRT ALL CW HF OPS AT 010001Z
APR 95. ANY STATION WISHING TO QSO NMN FOR THE LAST TIME CAN CALL
BETWEEN 312300Z MAR AND 010001Z APR. NMN WILL BCST A FINAL MSG AT
010001Z APR 95 ON 16976/12718.5/8471/5870 KHZ AR

NMN is the Coast Guard's master CW station for the Atlantic. It is
located in Chesapeake, Virginia.

>From the announcements in CQ magazine:

NMN will issue a special certificate for those who copy the final
message. For the certificate, submit copy of message to USCG Camslant,
c/o NSGA Northwest, Chesapeake, VA 23322, Attn: TC3 S. Morales.

Good luck copying the final message !

73, KF5N

--

Regards,
Greg Raven
Renaissance Engineering
egr002@email.mot.com

From boatanchors@theporch.com Wed Mar 22 18:37:08 1995
Date: Wed, 22 Mar 1995 15:48:23 -0600
Message-Id: <n1416235208.79984@msmailgw1.arlut.utexas.edu>
From: "rohre" <rohre@msmailgw1.arlut.utexas.edu>
Subject: Naval Aircraft and old radios

As long as this listing of aircraft museums with radio notes is going; if one is
around Pensacola Naval Air Station, you should go see the Naval Aviation museum.

Some displays were outside, because the inside hangar is chock full of carrier
aircraft of WW II, and even engines back to WW I. Not at the same site, but
also on base is a museum of the Survival School, well worth a visit as it has a
PBY flying boat with one wing as one side of the building. The wing sticks out
into the patio, showing how parachutes could be rigged off a wing for shelter.
Inside the building, you can look into the various compartments of the aircraft
in the cutaway arrangement. In the displays at this site is the famous "Gibson
Girl" rescue radio, along with later generations of survival radios up to the
present time. I think they had the radio operators position with some radios,
but I saw this in '83. This was the long range 90 mph flying boat that spotted
the Japanese fleet on its way to Midway. I believe I remember a long range HF
Naval transmitter, and it was a CW setup. The radios looked original, but I am
not an expert of the PBY complement.

I think there was a Martin Flying Boat one of the big ones, at the Aviation
Museum outdoor collection. I remember how big even the radial engines of the

carrier fighters were to develop the speed and horsepower to get off a deck. Many of that vintage aircraft had the wire antenna to the tail, and perhaps a mast behind the canopy. Also had compass loops on some aircraft. No GPS in those days!

I was there to take a crash course (no pun intended) as a civilian Project Specialist for crew rating to fly with the Navy on research trips. Did not have near enough free time to tour the Museum adequately, but intend to go back with more time to see all. 73, Stuart K5KVH

From boatanchors@theporch.com Wed Mar 22 18:12:35 1995
Date: Wed, 22 Mar 1995 15:14:47 -0600
Message-Id: <9503221927.AA101037@csemail.cropsci.ncsu.edu>
From: rdkeys@csemail
Subject: Re: navy manuals

>
> tn timer for the navships numbers, I assume these are operator and service manuals.
> I am trying to find out if I can get a copy from NTIS or other source. NTIS
> wants publication numbers and has no idea what a navships number is...
> Would you know what the pub numbers are?
>
> tn timer
> Chris
>

The only other number I have associated with it is its stock number
FSN: 5820-775-9082.

All these numbers were listed in MIL-HDBK-161A, second increment, 12
March, 1964, page 265.

Good Luck

Bob

From boatanchors@theporch.com Wed Mar 22 18:28:24 1995
Date: Wed, 22 Mar 1995 15:22:23 -0600
Message-Id: <9503222039.AA24815@sumter.awod.com>
From: wb4ijn@awod.com (Steve Thomason)
Subject: Need Manual NC188

I still need a manual or a copy of one for my "new" NC188. Anyone
out there that can help?
73, Steve, WB4IJN

Internet: wb4ijn@awod.com
Packet: WB4IJN@N4CII

From boatanchors@theporch.com Wed Mar 22 22:32:42 1995
Date: Wed, 22 Mar 1995 19:59:44 -0600
Message-Id: <75452@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: Pima County Air Museum, AZ

If you visit AZ, don't forget the Pima County Museum across from Davis Monthan AFB. They have many planes you can walk through, including a Presidential DC-X (6?) from JFK days. In the President's chair at the port rear, there is a Hallicrafters S-72 (I think) for his personal use. There was a nice military clock in the Pres's compartment, but the radiation police recently stormed the plane, and ripped the clock off of the wooden wall for reasons of public safety.

As I recall, it had a BC-348 up from, and a car load of other black boxes including an early digital tuned HF comm.

This was a nice display. They also had a Connie in polished metal, and a big bunch of iron hauled from over the road from DM AFB.

Don't miss Pima or DM AFB.

73 de tom

From boatanchors@theporch.com Wed Mar 22 18:31:31 1995
Date: Wed, 22 Mar 1995 15:23:26 -0600
Message-Id: <950322191115_71333.144_DHQ85-1@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: Pre-War HRO & The AWA

I don't know anything about dates and models on the post-war HRO 5's. But the definitive guide to pre-war HRO's is published in the AWA Review Volume 4. Author Charles P. Fisher has left no stone unturned in his attempts to identify and precisely date the various versions of the pre-war HRO.

The HRO started with the "D" series in January, 1935 and ran E, F, G...etc. through the nnB (equivalent to "BB") series in early 1941. Fisher estimates that an average of 250 units were produced in each of the pre-war HRO series. Apparently there were no series lettered A, B, C, I, O, Q, W and Z.

The earliest HRO's have silver dials, black on white coil charts, metal shallow-rim S-meters and cabinets with no 1/4" ventilation holes but no louvers. Black PW dials started in late '35 with "the new 1936 HRO" as

the QST ad says. The receiver's name plate did not appear until the X series in October, 1937. The HRO was substantially unchanged, according to Fisher, from 1938 through the beginning of the war.

NOTES: The HRO junior is apparently the rarest model today. Earlier HRO's are more common (based on an AWA survey conducted by Fisher) today than are the later models. Rack models tend to have lower market value. And coils were serial-numbered with the set's S/N but early coil numbering was done with washable ink and most early HRO coil serial numbers have become wiped off over time.

I have a rackmount pre-war HRO with all the coils that were available (7). It was a basket case when I got it--the various panels had 17 unoriginal holes, the power supply had been solid-stated and the radio had numerous mods. I had an aluminum welding shop fill in all the holes and I've refinished the set preserving as much of the original alligator finish as possible. It looks good but I still have some electrical work to do. Based on Fisher's data, this one is probably an F-series model made during the run spanning April-May, 1935.

The AWA Old Timer's Bulletin and the Annual Review are real treasures. Enjoyable reading material and valuable reference info are nicely combined in these publications. The quarterly AWA OTB comes with your \$12 annual AWA membership. Send your money to Joyce Peckham, Box E, Breesport, NY 14816. Some OTB back issues are available. Unfortunately no Review back issues are to be had.

One other note--the discussion here about the longest manufactured boatanchor might be best handled by the AWA. They were able to identify the longest manufactured tube as the Western Electric WE 215A which was made from 1918 through 1976. Later production was strictly for the U.S. Navy. The manufacturing equipment and dies were preserved by the Navy until 1981.

Don

From boatanchors@theporch.com Wed Mar 22 10:53:31 1995
Date: Wed, 22 Mar 1995 08:04:20 -0600
Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>Presidential Connie

Reply to: RE>Presidential Connie

I'm sure it is the Columbine, as a friend of mine, Mel Christler, flew the old gal to Dayton for refitting back to its original configuration. He flew fish up in Alaska for years with it. He was based out of Thermopolis, WY (my home town)

and had the damndest collection of aircraft you coul possibly imagine. Anyway, there was an article about the ferry flight to the Air Force museum in Airman magazine some years back. I may have a copy, if anyone is interested.

Date: 3/22/95 12:40 AM

To: Scott Johnson

>From: TOM.A.ADAMS@mail.admin.wisc.ed

Errors-To: listtown@jackatak.theporch.com

Errors-To: listtown@jackatak.theporch.com

Originator: boatanchors@theporch.com

Precedence: bulk

X-Listprocessor-Version: 6.0c -- ListProcessor by Anastasios Kotsikonas

X-Comment: Please send list server requests to listproc@theporch.com

to: boatanchors@theporch.com

Bill,

Re. the Presidential Lockheed Constellation (Super Constellation?) you saw:

I seem to remember seeing a picture years ago of a Connie that Kennedy used until the Boeing 707 was ready. Possibly, the airplane was just Eisenhower's old "Columbine", temporarily pressed into service.

Anyway, if this is the one I'm thinking of, there were a couple of radio oddities in it.

For one thing, there was an extra radio installation up front that was used for the President's command and control functions. I don't know what the transmitter used was, but the receiver was a BC-348; surprising, since the R-388 and R-390/390A were already around.

Back in the Presidential quarters, there was an SX-62, for the President's personal use, mounted in some piece of cabin furniture.

Supposedly, back in the press section of the plane, there was an old S-20R installed for the use of reporters.

I'm curious if the plane you saw is the one I'm thinking of.

Mr. T., K9TA

From boatanchors@theporch.com Wed Mar 22 12:20:12 1995

Date: Wed, 22 Mar 1995 09:31:06 -0600

Message-Id: <199503221530.AA206776228@relay.hp.com>

From: Bill Standerfer <billss@hpislwes.lvld.hp.com>
Subject: Re: Presidential Connie

TOM.A.ADAMS@mail.admin.wisc.edu wrote:

> Re. the Presidential Lockheed Constellation (Super Constellation?) you saw:
>

```
> I seem to remember seeing a picture years ago of a Connie that Kennedy used
>until the Boeing 707 was ready. Possibly, the airplane was just Eisenhower's
>old "Columbine", temporarily pressed into service.
```

The Constellation at the Air Force Museum is Eisenhower's "Columbine". BTW, I believe it is an L-749 model, not the L-1049G "Super Constellation" (I know, picking aviation nits again). It has been about eight years since I've been there, so I don't remember exactly what the radio complement is.

Truman's DC-6 is also there and as I remember, in original condition, too. There are other former presidential transports at the museum, including a Lockheed Jetstar. I thought one of the 707s we've all seen for years was to be retired there, but I don't know if that has happened yet. I suspect that the gear in those two airplanes is relatively modern and of not much BA interest.

It is really too bad that most of the restorers of warbirds don't pay too much attention to the interior details, but that's not what sells at airshows. Most folks just want to see the airplane fly and get a look at the flight deck and guns. To 99% of the viewers, any Ole Blaque Box will do in the general area of where the radios were supposed to be. Most museums won't let you get inside the aircraft on display (liability and all that), so the interior is the last thing to get done.

So, I guess you could take that as a challenge. If there's a museum near you, offer to donate some time (and equipment if you can scrounge it) to restore a radio installation on one of their bombers. You might even have a chance for a special event station by cranking up some old 618T on a KC-97 or B-50. :-)

Bill

Bill Standerfer	*	Hewlett-Packard Company
CFI-A, IA, ME	*	VXI Systems Division
bills@lvld.hp.com	*	Loveland, CO 80539
Baron N222AB - KF0DJ - Pikes Peak 253	*	303-679-2378

From boatanchors@theporch.com Wed Mar 22 16:47:09 1995
Date: Wed, 22 Mar 1995 12:03:54 -0600
Message-Id: <9503221804.AA18073@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Re: Presidential Connie

In your message of 22 Mar 1995 at 1145 EST, you write:

> Two more places that have displays of old Military
> aircraft are Eglin Afb near Ft. Walton Beach, Fla and
> Offutt Afb. just south of Omaha, Neb. Offutt also has a
> static display B17. The museum operators were generally
> helpful.
>

And, let me get a plug in for the Museum of Aviation on the south side of Robins AFB here in Warner Robins, GA... There are 85 aircraft on display, including a C-123K "Provider", tail number 633, from my last AF Reserve unit in Ohio..

One display, inside, is a couple of BC-348's and a couple of BC-610's.. Haven't had a chance to check out the radios inside the B-29 or the B-25 or the B-52.. And, you can't get close enough to the SR-71..

Anyway, if you are an airplane addict, it's worth the short detour off I-75 to take a look..

Just my opinion (and the Chamber of Commerce's) 8-}}

73,

Larry, KQ4BY

From boatanchors@theporch.com Wed Mar 22 19:15:49 1995
Date: Wed, 22 Mar 1995 16:24:51 -0600
Message-Id: <9503222215.AA19981@orion.crd.ge.com>
From: mallick@orion.crd.ge.com (John Mallick)
Subject: Presidential Connie

Hey, Larry...saw your photo in the latest QST. What's that caption about finding something to fill in the hole on the operating bench???

73, John WA1HNL

From boatanchors@theporch.com Wed Mar 22 19:15:47 1995
Date: Wed, 22 Mar 1995 16:22:24 -0600
Message-Id: <Pine.3.89.9503221748.A20233-0100000@grog>
From: GALBRAITH CHRISTOPHER <99galbra@lab.cc.wmich.edu>
Subject: R-390A ?s...

Howdy gang,
I'm the new owner of a Capehart 390A (courtesy of Marc-thanks!). I'm in the 'take it apart and see what makes it tick' stage of BA addiction, and am also doing some routine cleaning, lubrication, etc...

First q: Does anyone know of a good off-the-shelf paint match for the 390A front panel? I've looked at Krylons 'Federal Blue', but it seems a bit bright--the finish on mine is a dull, very light blue-grey. I suppose different manufacturers had differnt paints, eh?

Second q: Does Fair or Nebraska Surp. or other source sell the function switch (off-std by-agc, etc...)... This rig is acting a little funny at start-up and won't turn off sometimes (need to fiddle), and have traced it somewhat back to the switch (it buzzes irratically). I cleaned it off with Deoxit but I think the problem may be in the microswitch(?) attached to the actual rotary unit. Unfortunately that tiny black box is sealed.

Also, anyone have a good tip for filling in letters on an engraved panel? Seems like the smallest brush will be too big.

Thanks and 73!
Chris, KA8WFC

From boatanchors@theporch.com Wed Mar 22 22:21:15 1995
Date: Wed, 22 Mar 1995 16:34:27 -0600
Message-Id: <199503222234.QAA13965@uro.theporch.com>
From: Jack Taylor <n7oo@huachuca-emh8.army.mil>
Subject: R-391's

I just ran my eyeballs over a couple of R-391 receivers. These are the first of this group I've seen. They appear to be R-390's, but with motorized tuning. No, don't think the owner wants to part with them as he's in the process of getting them out of storage and has plans to put them to use.

If anyone is collating information here's the data from the front plate:

R-391/URR
S/N 362
26575-PH-52-93
Collins Radio Company

S/N 789
14214-PH-51-93
Collins Radio Company

73 de Jack

From boatanchors@theporch.com Wed Mar 22 18:45:44 1995
Date: Wed, 22 Mar 1995 12:31:13 -0600
Message-Id: <199503221829.NAA06284@raccoon.MOTOWN.GE.COM>

From: "S. Miller" <smiller@motown.ge.com>
Subject: R4C- PTO

Ok, after my annual I'm not gonna put up with the drift effort I have decided to find another PTO and give it a try. Anyone got a spare they are willing to let go of?

Drake does not have this part anymore and they want alot to go over the receiver, besides

I have the Sartori/Sherwood mods in it and that might cause more problems with them.

This should be the R4C or T4XC as the earlier ones have different dial mechanisms. Thanks to all.

Steve , KD2ED

From boatanchors@theporch.com Wed Mar 22 13:43:39 1995
Date: Wed, 22 Mar 1995 10:45:46 -0600
Message-Id: <9503221040.aa18383@jackatak.theporch.com>
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>
Subject: Re: RE: R-390A Survey Results/Questions

Ed (and the gang)-

> Ive seen mention of 'Electric Radio' before, how does one
> subscribe

I am dim on this one, because I am not at home where my issue is, but surely someone else has answered you...by now

> and do they stock back issues?

Do they ever... In fact, they usually have a "Dayton Special" which includes all back issues in a box... The price was about \$125 for the full set last year... I'd guess a similar deal for this year as well.

Less than FORTY days to Dayton! See ya'll there!

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)

- - - BoatAnchor Mailing List Archiver/Owner - - -

firebotl@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Wed Mar 22 12:57:35 1995
Date: Wed, 22 Mar 1995 09:51:20 -0600
Message-Id: <9503221551.AA07300@nwd2sun1.analog.com>
From: David Upton <David.Upton@analog.com>
Subject: Re: Reply to several items....

Steve,

Sorry I can't be of more help to you. The OTB is the Old Timer's Bulletin published by the Antique Wireless Association of Holcomb, NY. The article in question is about 8 to 10 yrs. old. All of my periodicals except '91 on are in storage so have to rely on memory. I have an early HRO that dates back to a year or so after introduction so I'm guessing mine is '37 as it does not have the silver dial. Thankfully, the original owner didn't wreck it with mods. Works well on BCB up thru 40 but gets a little DEEF at 20. Have enough coil sets-both bandspread and band-limited to cover the ranges with it but I'm sure the coils are not all from the same vintage. 73,

David M. Upton, WB1CMG

From boatanchors@theporch.com Wed Mar 22 20:15:01 1995
Date: Wed, 22 Mar 1995 17:31:10 -0600
Message-Id: <8A5F3A8.0004013A4E.uuout@freddy.supernet.ab.ca>
From: shaun.merrigan@freddy.supernet.ab.ca (SHAUN MERRIGAN)
Subject: Rescue BA Books

A while back there was a thread about BA books (theory and otherwise) =
that were being lost because of space restrictions at libraries, etc, =
etc. My university had its annual book sale today, and although there =
were not alot of BA related books, (at least not that I could find, =
through the crowd) I did manage to rescue a couple of good ones:

Zworykin,Ramberg,Flory. TELEVISION in SCIENCE and INDUSTRY. New York: =
John Wiley & Sons, 1958.

Wiener, Norbert. CYBERNETICS. New York: John Wiley & Sons, 1948.

Television in Science and Industry is a grand tour of the commercial, =
scientific and medical applications of television, circa 1958. It is =
primarily BA in nature, although mention is made of "advancements" in =
the area of the transistor. Primarily qualitative in focus, the book =
goes into considerable detail about the uses and applications of =
television to all areas of society.

While Wiener's book is not a BA source or reference, the author does =
mention BA technology when he speaks of the design of a new type of =
computing machine (to solve partial differential equations). That is =
not the best part, however: Wiener's introduction must be 10,000 =
words long ! I don't think I have ever read a more wide ranging and far =
reaching introduction to a technical textbook!! Amazing.

I paid a total of \$1.00 for these books. I think it would be worth our =
while (as individuals within this group) to purchase books like these =
whenever possible. =

Shaun P. Merrigan
shaun.merrigan@freddy.supernet.ab.ca
merrigan@nyquist.ee.ualberta.ca
2nd Year EE University of Alberta

=FE CMPQwk 1.42-21 856 =FEDrop your carrier...we have you surrounded!

From boatanchors@theporch.com Thu Mar 23 03:12:03 1995
Date: Thu, 23 Mar 1995 00:43:54 -0600
Message-Id: <9503222243.AA14648@thrall.pgtp.varian.com>
From: "Paul Thekan" <pt@thrall.pgtp.varian.com>
Subject: Subscribe

Subscribe
Paul Thekan
Last of the EIMACAN's

From boatanchors@theporch.com Thu Mar 23 02:57:14 1995
Date: Thu, 23 Mar 1995 00:03:43 -0600
Message-Id: <199503230556.VAA15368@netcom6.netcom.com>
From: rmccarty@netcom.com (roger mccarty)
Subject: Suggestions? AM Rcvrs

Need more Input!

Looking for the groups suggestions on what units I should look into for a

good AM receiver ie; specific brands, models etc. What's your favorite?

Thanks

Roger KD6CC

From boatanchors@theporch.com Wed Mar 22 09:57:10 1995
Date: Wed, 22 Mar 1995 07:25:10 -0600
Message-Id: <9503221321.AA27362@netman>
From: Grant Youngman <gyoungma@gtetel.com>
Subject: Tip on Restoring Plastic Meter/Dial Covers

I've been lucky in the past and never had a piece of plastic so damaged that Novus plastic polish wouldn't clean it up. Recently, though, I encountered a meter face cover (Globe King 500) that appeared to have reacted with the adhesive from some tape that had been on it. The face was "crazed" -- a milky frosted-like defect beneath the surface, and had lines where the edges of the tape had been. There were also some other deep scratches. I worked it with Novus (1,2,3) for hours and got nowhere.

As a last resort I bought the Micro Mesh kit from AES. Starting with number 220 regular sandpaper (I never would have believed it!) and then working down through a 6000 grit cloth (wet) and final liquid polish the meter face looks absolutely good as new. Crystal clear and shiny in less than an hour.

If you haven't tried this stuff, its terrific and easy (though a bit messy).

Grant/NQ5T

From boatanchors@theporch.com Thu Mar 23 03:06:36 1995
Date: Thu, 23 Mar 1995 00:28:43 -0600
Message-Id: <199503230628.WAA00353@hobbes.UCSC.EDU>
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: White Lettering on Panels

I just discovered this tonight, so haven't had a chance to try it yet.

I was in a big chain drug store that has a pretty good office supplies department, and I noticed that they now have white-out correction fluid in pen-type applicators as well as the usual little bottles with brush. So I bought one that says it is fine point and will try it out soon (like, when we get some dry wx so I can paint outdoors).